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Frankfurt/Oder were continued by a work force of about 300 men. In April, a railroad track was laid from the Frankfurt/Oder main station as far as the Oder River in order to facilitate the construction of an embankment from Buschmehlerweg as far as the Oder River. (1)

3. Source observed on 25 April that the bridge across the Elbe River in Dresden on the Chemnitz-Dresden-Dautzen Autobahn was completed and opened to traffic. (7)
4. On 24 April, source learned at the Hauptverwaltung Bauindustrie (Main Administration of the Building Industry) that it was planned to complete the northern section of the Autobahn circuit around Berlin. Work on this project is to be started this summer. It is planned to move the workers who are, at present, employed on the construction of the canal to the new construction site. (8)

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[ ] Comments.

- (1) The planned extension to the east of the Berlin-Frankfurt/Oder Autobahn and the construction of a road bridge over the Oder River in the course of this Autobahn was reported previously. For last report, see [ ]
- (2) It is believed that this item of information refers to the Autobahn bridge north of Farendorf.
- (3) The Soviets who previously demanded a load capacity of 50 tons for road bridges, recently raised this demand to 80 tons. See [ ]
- (4) This project is connected with the 1952 construction program, which envisages the replacement of temporary bridges by permanent structures.
- (5) This bridge is southeast of Jessen on the Berlin-Halle Autobahn. It was partly destroyed during the war and reconstructed in a makeshift way.
- (6) The bridge is also referred to as Rothensee bridge.
- (7) Information on the reconstruction of the two lanes of this important Autobahn bridge was transmitted previously. See [ ]
- (8) This construction project, which is reported for the first time, requires confirmation. Possibly source referred to the construction of the Bernau-Granitzburg-Kronow-Papen highway, which has been under way since April 1952. See [ ]

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In the other hand, plans for the construction of the northern section of an Autobahn circuit around Berlin were available before World War II. As the projected course of this Autobahn circuit is partly used by the rail freight corridor, the projected Autobahn would have to follow another course. The canal referred to by source is the Paretz-Muchentwender canal west of Berlin. The completion date for the canal has been fixed for early August 1952.

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